

Known by all as Woody, he had a distinguished career in the military and has spent his life tirelessly helping veterans and their families. His service to America and West Virginia is unparalleled. I have known Woody for decades and am proud to call him not only a constituent but a friend. On January 14, 2016, Woody Williams receives another honor: a ship in the United States Navy will bear his name. I congratulate and commend Mr. Williams on a remarkable and admirable life. Woody Williams serves as a pillar for all Americans to aspire to, a brave man who put his fellow Americans before himself.

IN RECOGNITION OF PETTY
OFFICER DERRICK SUBA

HON. WILLIAM R. KEATING

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 13, 2016

Mr. KEATING. Mr. Speaker, I rise today to recognize Petty Officer Derrick Suba, who will receive the Air Medal from the United States Coast Guard for his lifesaving actions on February 15, 2015.

A native of Attleboro, Massachusetts, Petty Officer Derrick Suba is a proud alumnus of Bourne High School. After enlisting in the U.S. Coast Guard in 2002 and graduating from Basic Training in March 2003, Petty Officer Suba began his career in the Coast Guard aboard the Coast Guard cutter, USCGC *Spencer*. After a brief tour, he attended Aviation Maintenance Technician School and received orders to report to Air Station Elizabeth City, North Carolina. A devoted husband and father of two boys, Petty Officer Suba has also been stationed at Air Station Kodiak in Alaska and Air Station Cape Cod in my district in Massachusetts. In addition to his designation as a MH-60 helicopter Flight Mechanic, Petty Officer Suba also has received advanced qualifications as a Flight Mechanic Examiner and is qualified in Vertical Surface, External Load and Advance Rescue Swimmer Operations.

On the morning of February 15, 2015, the Coast Guard Rescue Coordination Center in Boston was alerted to a distress signal from the sailboat *Sedona*. Facing dangerous weather conditions, the onset of a severe winter storm, and no available escort aircraft for helicopter missions, the four-man crew of CGNR 6033 left Air Station Cape Cod to aid the *Sedona*. The pilot and copilot of CGNR 6033, Lieutenant John D. Hess and Lieutenant Matthew Vanderslice, expertly navigated despite deteriorating visibility, battling heavy snow, high winds, 25 to 35 foot seas, and severe thunderstorms to fly the over 300 nautical mile journey to and from the *Sedona*.

Hovering above the *Sedona*, Petty Officer Suba remained calm and professional in the face of life-threatening conditions and high-stake circumstances. Successfully, he hoisted his fellow crewman, Petty Officer Staph, seven times to rescue the two victims from the *Sedona*. His helmet visor became covered in snow and ice during the first hoist, so Petty Officer Suba continued to perform his duty without protective gear around his face despite gale force rotor wash and driving snow, sleet, and seawater.

During the third hoist, the hoisting system failed to function, forcing Petty Officer Suba to

execute an emergency procedure. This complicated and dangerous maneuver forced Petty Officer Suba and Lieutenant Hess to carefully coordinate a constant change in aircraft altitude in order to successfully retrieve Petty Officer Staph and the two survivors from the crest of passing swells. This extraordinary communication and concentration ensured that neither survivor spent more than three minutes in the frigid waters—saving their lives. Further, Petty Officer Suba administered first aid to his crewman, Petty Officer Staph, and the two survivors following injuries from the rescue and risk of hypothermia.

Mr. Speaker, it is my great honor to recognize Petty Officer Derrick Suba as he is awarded the U.S. Coast Guard Air Medal. I ask my colleagues to rise and join me in recognizing this distinguished member of our Armed Services and wishing him the best of luck in his future endeavors.

TRIBUTE TO GEORGE MACOMBER

HON. ANN M. KUSTER

OF NEW HAMPSHIRE

IN THE HOUSE OF REPRESENTATIVES

Wednesday, January 13, 2016

Ms. KUSTER. Mr. Speaker, I submit this obituary for George Macomber that appeared in the Boston Globe on December 20, 2015. George was a cofounder of Wildcat Mountain with my father and a lifelong friend.

GEORGE MACOMER, 88; OLYMPIC SKIER, BUILT FANEUIL HALL SHOPS

(By Bryan Marquard)

Mr. Macomber was named to the US Ski Team for the 1948 and '52 Olympics. He was also president of the George B.H. Macomber Co. and a philanthropist.

George Macomber was the third generation to run the construction company founded by his grandfather, but the initial appeal of his family's business had as much to do with how much time he could spend racing down ski slopes.

In his 1997 memoir, "Plunging In," he wrote that the Macomber contracting firm "was the only company I could find that would let me take winters off! Otherwise I might never have been a builder—or a world-class skier."

He was both.

Competing in the upper echelons of both pursuits, often simultaneously, Mr. Macomber was named to the US Ski Team for the 1948 and '52 Olympics. And after succeeding his father as president at the age of 31, he led the company through major projects including Faneuil Hall Marketplace, Boston's Four Seasons Hotel, and Yale University buildings including the Center for British Art, and the hockey rink whose design inspired the Yale Whale nickname.

"My goal was to make a mark by building prestigious buildings," he wrote, adding that the company cemented a reputation as "the architects' contractor" through its can-do approach. "The George B.H. Macomber Company didn't say, 'Oh, you can't do that.' We said, 'Let's try it.'"

Mr. Macomber, a US Ski and Snowboard Hall of Fame member whose philanthropy reached from the slopes to Judge Baker Children's Center and cardiovascular research at Massachusetts General Hospital, died in his sleep Monday in his Westwood home. He was 88.

As a Massachusetts Institute of Technology student, Mr. Macomber envisioned a career at companies such as Lockheed or

Boeing, writing that his passion "was for all things theoretical, things mechanical." Ultimately, that formed his intellectual path into George B.H. Macomber Co.

"Figuring out problems was what drew him to his life work," his son John of Cambridge said. "For him, the construction business was about building things. He liked figuring out multidimensional problems."

One of those dimensions was the boardroom, where proposals were conceived, bids prepared, deals sealed.

"He was one of those people who knew how to make a decision and knew how to make it stick," said Tom Cornu, a longtime friend and real estate development partner. "He was a very bright businessman. I sat in development meetings with him where he had his slide rule—before we had calculators—and he could evaluate a real estate transaction quicker than anyone else in the room. He was just brilliant at it."

Cornu, who served with Mr. Macomber on the board of trustees at Judge Baker Children's Center, added that "George was a man with a huge heart" who applied his business acumen to philanthropic ventures. "He was very careful and precise about where he chose to spend his business time and where he chose to spend his volunteer time, so not a minute was wasted. It all went in the right places for the right reasons."

Through personal example, Mr. Macomber also was an inspirational figure on and off the ski slopes, said US Representative Ann McLane Kuster, a New Hampshire Democrat and longtime friend whose father and Mr. Macomber were among the four founders of the Wildcat ski area in Pinkham Notch, next to Mount Washington.

"It was just always a thrill to be with him on the mountain and to ski with him," she said. "To be with him, you felt like a million dollars. You felt like you could do anything. I'm blessed to have known him. He was a mighty, mighty man."

Mr. Macomber was born in 1927 on the day of the funeral of his grandfather George B.H. Macomber, who founded the family business in 1904. "This coincidence left some members of the family touched by the thought of one spirit leaving and another arriving in its place," he wrote.

He was the older of two children born to the former Jane Eaton and Charles Clark Macomber, who had been an All-American football player for Harvard College, playing offense and defense.

Mr. Macomber wrote that he was "a sickly child—asthmatic, and allergic to almost everything." Winters, free of pollen, provided a respite, and he learned to ski on the hill beside the family's Winchendon home.

He refined his skiing skills while attending Eaglebrook School in Deerfield, for which he later was a lifetime trustee, and Newton High School. His ski racing career blossomed during and after his years at MIT, from which he graduated in 1948 and where he would later endow a professorship. Though named to successive US Olympic ski teams, he was unable to participate in either Olympiad because of injuries. Mr. Macomber won national titles, however, and the prestigious Silver Belt race at Sugar Bowl Ski Resort in California. Decades later, he carried the Olympic Torch in 1984 on the leg through the Faneuil Hall Marketplace his company had built.

In 1947, he met Ann Drummond Leonard, who attended Smith College with his sister, when Ann visited the Macomber family's vacation home in Wolfeboro, N.H. They married in May 1953.

Three years earlier, in "the summer of 1950 I got a closer look at what building was all about when I took part in the project that had a lot to do with reawakening the George